



**ASSOCIATION OF  
GOVERNMENTS**

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**Orange County Transportation Authority:** Lou Correa, County of Orange

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**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

11.14.06

## MEETING of the

# MAGLEV TASK FORCE

**Thursday, February 8, 2007  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Conference Room Riverside B  
Los Angeles, California 90017  
213. 236.1800**

## Agenda Enclosed

**NOTE:  
VIDEO CONFERENCE SITES AVAILABLE:**

**SCAG Inland Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501**

**San Bernardino City Hall  
300 North "D" Street  
Mayor's Conference Room, 6<sup>th</sup> Floor  
San Bernardino, CA 92418**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Richard Marcus at 213.236.1819 or [marcus@scag.ca.gov](mailto:marcus@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

# MAGLEV TASK FORCE

## AGENDA

PAGE #

TIME

1. CALL TO ORDER AND INTRODUCTIONS      Hon. Lou Bone, Chair

2. PUBLIC COMMENT PERIOD

Members of the public wishing to speak on an agenda item or items not on the agenda, but within the purview of this Committee, must notify the Staff and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3. CONSENT CALENDAR

3.1. Approval Items

3.1.1. Minutes of the November 9, 2006 Meeting      1  
**Attachment**

4. ACTION ITEMS

4.1. Initial Operating Segment (IOS)      David Chow,      6      20 min  
    - Preferred Alignment      IBI Group  
**Attachment**

5. INFORMATION ITEMS

5.1 High-Speed Regional Transport      David Chow,      7      10 min  
    Business Plan      IBI Group  
**Attachment**

5.2 LAX-South Corridor      Frank Sherkow, Southstar      8      15 min  
    **Attachment**      Engineering & Consulting, Inc.

5.3 West Los Angeles Multi-Modal      Frank Sherkow, Southstar      9      15 min  
    Transit Facility      Engineering & Consulting, Inc.  
**Attachment**

5.4 MagLev and Linear Motor      Mike Simon, General Atomics      11      25 min  
    Transportation Technologies  
**Attachment**

# MAGLEV TASK FORCE

## AGENDA

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		<i>PAGE #</i>	<i>TIME</i>
5.5	California Regional MagLev Project Attachment	Sandy Shapery, Southern California Transportation Solutions	13 25 min
6.	<u>OPEN DISCUSSION</u>	Committee Members	
	Provide direction to staff on issues of interest for future discussion.		
7.	<u>CHAIR'S REPORT</u>	Hon. Lou Bone, Chair	
8.	<u>NEXT MEETING</u>		
	The next meeting of the MagLev Task Force will be held on Thursday, March 8, 2007 at the SCAG offices in downtown Los Angeles.		

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MAGLEV Task Force  
of the  
Southern California Association of Governments

November 9, 2006

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*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE MAGLEV TASK FORCE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S LOS ANGELES OFFICE.**

The MagLev Task Force held its meeting at the SCAG offices, Downtown Los Angeles. The meeting was called to order by Hon. Lou Bone, Chair, City of Tustin. There was a quorum.

**Members Present:**

Hon. Lou Bone, Chair	City of Tustin
Dr. Ronald Bates	City of La Habra Heights
Hon. Robert Hernandez	City of Anaheim
Hon. Frank Gurule	City of Cudahy
Hon. Gene Daniels	City of Paramount
Hon. Chris Barnes	City of La Palma
Hon. Alan D. Wapner	City of Ontario
Hon. Lawrence Dale	City of Barstow
Hon. Lee Ann Garcia	City of Grand Terrace

**Audience Attendees:**

Aileen Kenney	Caltrans – District 12
Paul Taylor	Orange County Transportation Authority
Richard Marcus	Orange County Transportation Authority
Sharad Mulchand	MTA
Michael Cano	Office of Michael D. Antonovich
Rune Kuarekval	Member of the Public
Bart Reed	The Transit Coalition
Christopher Perkins	UniModal, Inc.
John Cole	UniModal, Inc.
Shohreh Dupuis	City of Anaheim
David Chow	IBI Group
Bill Delo	IBI Group
Tom Danna	City of Ontario
Hon. Pat Morris	City of San Bernardino, Mayor
Dan Lanning	City of San Bernardino

**SCAG Staff:**

Phillip Law  
Rich Macias

## **1.0 CALL TO ORDER**

Hon. Lou Bone, called the meeting to order at 11:00 am.

## **2.0 INTRODUCTIONS AND WELCOME**

## **3.0 SELECTION OF NEW VICE-CHAIR**

Motion was made to nominate Hon. Alan Wapner as Vice Chair.

*A motion was made by Bates to approve this item. The motion was Seconded by Gurule and unanimously approved by the Committee.*

## **4.0 PUBLIC COMMENT PERIOD**

There were no public comments.

## **5.0 CONSENT CALENDAR**

### **5.1 Approval Items**

#### **5.1.1 Minutes of October 12, 2006 Task Force Meeting**

*A motion was made by Bone to approve this item. The motion was Seconded by Bates and unanimously approved by the Committee.*

## **6.0 INFORMATION ITEMS**

### **6.1 SkyTran**

Christopher Perkins, UniModal Transport Solutions, presented an overview of the SkyTran personal transit system. The SkyTran concept uses magnetically-levitated two passenger vehicles that run on guideways similar to an interstate highway at a level above vehicles without having to stop in a line of traffic. One lane of nonstop SkyTran guideway provides the same hourly capacity as a three lane interstate highway at 100 miles per hour with half-a-second spacing. This guideway can carry up to 14,400 people per hour.

Key features of SkyTran are: on demand availability, similarity to a personal vehicle, nonstop travel anywhere within the network, access via elevated on/off ramps, energy efficiencies equivalent to over 200 miles to the gallon, and speeds of up to 250 miles per hour.

Regarding the Southern California Plan that connects Los Angeles Airport to Ontario International Airport, Mr. Perkins proposed that an increase be made from the suggested 5 stops to an increase of approximately 100 stops. This increase will not impose a penalty to the performance of the use of the system or the speed. In expanding the system to include 100 or so stops at all north and south bound bus lines between Los Angeles and Ontario International

Airports a system would be put in place that will serve the needs of citizens not intending to visit the airport.

## **6.2 Anaheim Regional Transportation Intermodal Center (ARTIC)**

Shohreh Dupuis, City of Anaheim reported on the benefits and progress of the Anaheim Regional Transportation Intermodal Center (ARTIC). Ms. Dupuis provided members with background information on the center and reported the following:

- City has initiated a transit study to research possible connections to major activity centers within the city.
- Possible creation of bus transit routes that will terminate at ARTIC.
- OCTA is in the process of expanding the Metrolink system to provide 30 minute service between Fullerton and Laguna Nigel stations.
- Metrolink to provide hourly intercity rail service by 2015
- OCTA working in conjunction with the California High Speed Rail Authority (CHSRA) to provide a high speed rail system that may connect Los Angeles Union Station to Anaheim along the existing Los Angeles to San Diego rail corridor.
- MagLev high speed ground transit to extend from Ontario to Anaheim.
- To date, OCTA has purchased 13.5 acres from the County of Orange and the City of Anaheim owns 3 acres adjacent to the site.
- If needed, there is an opportunity to purchase an additional 10 acres located across from the site for expansion purposes.
- Renewal of Measure M will provide \$2.8 billion in funding.
- Existing station will be kept in its current condition.

*Hon. Bones elected to have Ms. Dupuis' presentation precede Mr. Taylor*

## **6.3 Memorandum of Understanding Between OCTA and the California High Speed Rail Authority**

Paul Taylor, Orange County Transportation Authority (OCTA), provided additional commentary to Ms. Dupuis presentation as well as a report on the status of the Memorandum Of Understanding (MOU). He stated that the goal for OCTA is to ensure that both the state-wide high speed rail system and the Anaheim to Ontario MagLev projects begin in Anaheim.

The OCTA Board has executed the MOU with the CHSRA for the Anaheim to Los Angeles high speed rail environmental impact report. The CHSRA will actively manage and contract this environmental effort. It will acknowledge OCTA's purchase of 13.5 acres and will coordinate the high speed rail improvements with the planned Metrolink expansion program and prepare the environmental documentation and public notice. The OCTA's role will be to actively participate, to fund the Orange County portion and to support CHSRA in seeking additional funding sources.

The MOU also approves an environmental assessment/feasibility study of a route from Orange County to Ontario International Airport. The CHSRA has agreed to actively manage and contract for a 2 year period, a \$3 million work effort contingent upon federal or future state funding. ARTIC would serve as the terminating station of the project and would be preparing the

environmental and feasibility assessment along with supporting documentation. It may also involve local and regional agencies in this work effort. The OCTA will actively participate, support the CHSRA in seeking federal and state funding and will seek local funds for the effort in the event that state and federal funds are not available in a timely manner.

Hon. Lou Bone questioned why OCTA invested greater resources towards older technology such as ARTIC instead of future technology such as MagLev. Mr. Taylor stated that he is content leaving the technology selection decisions up to the CHSRA based on the analysis and conclusions the agency has made. Hon. Ron Bates commended OCTA and the City of Anaheim as well as the CHSRA for focusing their initial efforts towards a regional, cost-effective system.

Hon. Chris Barnes also commented on the need for continuous participation of the OCTA in the MagLev Task Force. Mr. Taylor stated that OCTA has designated its employee, Richard Marcus to transition into a SCAG employee role and will begin working with SCAG in a few weeks.

Hon. Wapner requested that the City of Ontario be included in any future discussions with the CHSRA. Mr. Taylor agreed to include the city in all future discussions.

#### **6.4 Request from Mayor Morris of San Bernardino to Extend the IOS to San Bernardino International Airport**

Mr. Rich Macias, SCAG, briefed members on the written request from Mayor Morris of San Bernardino. SCAG staff is in the process of conducting a feasibility analysis and will follow up with the outcome at the next task force meeting.

Mayor Morris addressed the members and requested that the IOS extension be considered to the City of San Bernardino. Hon. Lou Bone requested that Mayor Morris be appointed as a member of the task force. Mr. Macias stated that the request will be forwarded to SCAG's President for proper handling.

#### **6.5 System Design Status Report – Phase 1 Summary**

David Chow, IBI Group, summarized the task of the Phase 1 MagLev System Design study. Mr. Chow also reported that the airport master plans have been reviewed.

Bill Delo, IBI Group, reported the methodologies that will be used in the study. A quantified analysis will be made of the existing passenger demand at airports both at origin and destination points within the Southern California region to include any connecting passengers.

For quantifying future demand, the following three scenarios will be used to begin defining the operating parameters for the high speed system in terms of head way, span of service, and alignment. The three scenarios are:

- The forecasted airport demand that SCAG currently has in the RTP. This scenario provides a base condition for the remaining two scenarios.
- Reallocating airport demand and looking at the potential for a single international hub focusing the majority of international travel into LAX and having other airports in the

area serve domestic flights. This single hub scenario includes all policy constraints at various airports in addition to the 78 map at LAX.

- To provide greater distribution into other international hubs such as Ontario, San Bernardino, and Palmdale Airports capable of serving international trips.

Mr. Delo provided members with a brief preview of the performance measures. These measures will be reviewed in greater depth at the next task force meeting. The four measures are:

- Environmental, air quality, congestion, etc.
- Increased mobility in the movement of people throughout the region
- Cost benefit; what is the cost associated with the different scenarios
- Improved capital performance of the high speed system linked with the airports.

Hon. Bates asked what the time frame is with the conceptual network between Ontario, Palmdale, and San Bernardino and if it's of practical, contemporary value. Mr. Delo responded that the vision was to establish a mature system that may take 30 to 50 years to complete.

## **7.0 OPEN DISCUSSION**

Hon. Dale informed the committee of a news report regarding the near-bankruptcy state of the Las Vegas monorail system due to over-optimistic ridership estimations. Hon. Dale would like to further examine the projections used in the Las Vegas monorail project to avoid this from happening in our region.

## **8.0 CHAIR'S REPORT**

None.

## **9.0 NEXT MEETING**

Hon. Lou Bone, adjourned at 1:00pm. The next meeting of the MagLev Task Force will be held at SCAG's Los Angeles office on January 11, 2007.



# REPORT

**DATE:** February 8, 2007  
**TO:** MagLev Task Force  
**FROM:** Richard Marcus, Manager, MagLev Program - SCAG  
**SUBJECT:** Initial Operating Segment (IOS) – Preferred Alignment

## EXECUTIVE DIRECTOR'S APPROVAL:

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## RECOMMENDED ACTION:

Identify a preferred alignment alternative for the IOS.

## BACKGROUND:

The Initial Operating Segment (IOS) is an east-west alignment that is approximately 54 miles in length and connects West Los Angeles, Union Station, the San Gabriel Valley and Ontario Airport. The City of San Bernardino has indicated support for the IOS to eventually extend to its city as well. As part of the feasibility and engineering analysis, three alignments were developed for the IOS through the San Gabriel Valley:

- Interstate 10 (I-10) Alignment
- Union Pacific Railroad (UPRR) Alignment
- State Route 60 (SR-60) Alignment

All three alignment options are technically feasible from an engineering perspective. The purpose of this discussion is to identify a preferred alignment for the IOS to frame the project technically and financially.

Mr. David Chow, Director, of the IBI Group, will review the characteristics of each alignment options as well as the level of stakeholder interest and support for each option in order to assist the Task Force in taking an action to identify a preferred alignment alternative for the IOS.

## FISCAL IMPACT:

Work associated with these projects are included in the current year overall work program.

Reviewed by:

\_\_\_\_\_  
*Division Manager*

Reviewed by:

\_\_\_\_\_  
*Department Director*

Reviewed by:

\_\_\_\_\_  
*Chief Financial Officer*

# MEMO

**DATE:** February 8, 2007  
**TO:** MagLev Task Force  
**FROM:** Richard Marcus, Manager MagLev Program - SCAG  
**SUBJECT:** High-Speed Regional Transport Business Plan

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## **BACKGROUND:**

SCAG staff is working with the IBI Group to investigate the potential for the High-Speed Regional Transport (HSRT) system to be funded using a business plan approach to financing. A significant amount of investigation has already been completed by SCAG in previous maglev studies to identify the capability of a high-speed system to transport people and goods around the region in an environmentally friendly and high-speed manner. The work to be investigated is whether the system can be financed through the components of the system to move people, connect airports and transport goods throughout the region.

Mr. David Chow, Director, of the IBI Group will discuss the concept for the system, the potential sources of revenue and the financial goal of the operating system.

# MEMO

**DATE:** February 8, 2007  
**TO:** MagLev Task Force  
**FROM:** Richard Marcus, Manager MagLev Program - SCAG  
**SUBJECT:** LAX-South Corridor

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## BACKGROUND:

In October 2004, the final report for LAX-South project was delivered to SCAG. Several options were developed for a Maglev system from Union Station to the Irvine Transportation Center (ITC). An option was selected by SCAG that included station stops at L.A. Union Station, West L.A., LAX, the City of Carson, the City of Long Beach, the City of Seal Beach, the City of Huntington Beach, John Wayne Airport, the City of Anaheim, the City of Santa Ana, and the City of Irvine. The route, which generally followed Interstate 405 (I-405) and Interstate 10 (I-10), is approximately 100 miles long, cost \$9.5 B (year 2000 dollars), and achieved a projected average weekday ridership of 171,000 passengers. The project was judged to be financially self-financing.

At the time, this corridor was along the most cost-effective of the Maglev corridors studied by SCAG. However, several challenges were identified during the study, including:

1. Lack of political/institutional interest or momentum on the part of OCTA and LACMTA,
2. Difficulties in getting to Anaheim and Santa Ana due to limited rights-of-way,
3. Limited availability of rights-of-way along I-405, and
4. Uncertainty about the interest of the three airports along the corridor (LAX, Long Beach, and John Wayne) to connect to the route.

Since that time, various things have happened that will impact the LAX-South corridor:

- I-405 Corridor Study
- LOSSAN Rail Corridor Study
- California High-Speed Rail Authority FEIS
- New Long-Range Plan for LAX
- OCTA Long Range Transportation Plan
- Completion of the design-build State Route 22 (SR-22) Widening in Orange County
- Passage of the extension of the ½-cent sales tax (Measure M) for transportation in Orange County
- Design and construction of various transportation facilities in Orange and LA counties
- Elimination of the Centerline Light Rail project in Orange County
- OCTA's development of increased Metrolink service in Orange County
- Completion of the Orangeline Maglev Preliminary Engineering work

Mr. Frank Sherkow, Executive Vice President and CFO, of Southstar Engineering will present the findings of this project and elaborate on future issues for this corridor if this project is to be re-examined.

# MEMO

**DATE:** February 8, 2007

**TO:** MagLev Task Force

**FROM:** Richard Marcus, Manager MagLev Program - SCAG

**SUBJECT:** West Los Angeles Multi-Modal Transit Facility

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## BACKGROUND:

SCAG determined as transit services continue to multiply and expand on the west side of Los Angeles, the region should examine the possibilities, costs, impacts and benefits of a transit “hub” somewhere in the area. A consulting team began work in mid-2006 to undertake this work. Work completed thus far includes:

- Establish Project Development Team
- Identify list of other stakeholders
- Interact with stakeholders on locations, connecting services, joint development, possible impacts, etc.
- Confirm policies and evaluation criteria
- Establish Facility Site Study Plan
- Transportation documents and data,
- Land use and transit policies,
- Public transit services (existing and planned),
- Socio-economic, travel demand and economic data,
- List major land use development projects in the planning stage,
- List major transportation project that might affect the potential Facility sites, and
- Informational Database, including all significant collected information.

Work is underway now that includes:

- Site requirements,
- Site alternatives,
- General traffic impacts,
- Community impacts,
- Possible right-of-way impacts, and
- General facility layouts.

Several critical issues and questions have been the focus of the study, including:

- What urban functions will be served by the transfer facility?
- How much intensity can be accepted at the site?
- Will the area be accessible (local and regional)?
- Are the nearby land uses and transportation facilities compatible?

# MEMO

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Based on stakeholder input, Veterans Administration (VA) site in West L.A. on Wilshire Blvd. is no longer being considered due to significant political issues. Interstate 405 (I-405) at Wilshire Blvd. and I-405 at Pico Blvd. are possibilities for locations.

Mr. Frank Sherkow, Executive Vice President and CFO, of Southstar Engineering will present the status of this project.

# MEMO

**DATE:** February 8, 2007

**TO:** MagLev Task Force

**FROM:** Richard Marcus, Manager MagLev Program - SCAG

**SUBJECT:** MagLev and Linear Motor Transportation Technologies

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## BACKGROUND:

This presentation will provide an overview of Maglev and linear motor transportation technologies being developed by General Atomics (GA) and their relevance to Southern California. The presentation is divided into four sections.

The first section provides an overview of GA electromagnetic technologies and their relevance to Southern California transportation issues. Two electromagnetic transportation solutions are introduced: Maglev systems using new fixed guideways and a linear motor rail ("LIM-Rail") concept that can potentially be adapted to existing rail infrastructure. Past and current GA projects using electromagnetic technologies, including Maglev, are identified.

The second section focuses on transportation applications of GA's passive Maglev technology. The presentation summarizes key features and benefits of GA's passive Maglev technology, which uses permanent magnets on board vehicles for propulsion and levitation, as opposed to actively powered electromagnets. GA's proprietary approach to configuring magnets in a "Halbach Array" to maximize system performance is discussed, and a new technology for building high-strength concrete guideways is introduced. The resultant reductions in the weight and cost of Maglev vehicles and guideways are cited as particularly beneficial for urban passenger and cargo transportation applications. GA's "urban Maglev" concept for passenger transport is described, including a few examples of where such a system might be used in Southern California. Also described is GA's "Electric Cargo Conveyor" (ECCO) concept for using similar maglev technology for goods movement. Included is a summary of the results of GA's recent ECCO study for the Port of Los Angeles, completed in October 2006. Preliminary Maglev cost estimates are provided, showing the potential for this to become an economical transportation solution.

The third section describes the new "LIM-Rail" concept being developed by GA, in which linear induction motors are installed into existing rail lines, mounted between the tracks. The presentation describes how in the LIM-Rail concept, the linear motors create motion by inducing electric currents in aluminum plates mounted to the undercarriages of rail vehicles. Included is a brief discussion of how GA has demonstrated this technology during tests of a developmental aircraft launch system for the U.S. Navy. LIM-Rail is identified as a potential means of electrifying existing rail freight lines at the Ports of L.A. and Long Beach, and along intermodal gateways such as the Alameda Corridor. LIM-rail is also proposed as an alternative method of electrifying passenger rail systems, which can reduce or eliminate use of diesel engines without requiring electrified third rails or overhead power lines. Proposed next steps for validating passenger and freight applications of LIM-Rail technology are proposed.

# MEMO

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The fourth and final section of the presentation briefly recaps the arguments in favor of Maglev and LIM-Rail, including preliminary calculations of fuel savings and emissions reductions as compared with conventional diesel locomotive-driven rail systems.

Mr. Michael Simon, Director of Commercial Business Development, of General Atomics will provide the presentation.

# MEMO

**DATE:** February 8, 2007  
**TO:** MagLev Task Force  
**FROM:** Richard Marcus, Manager MagLev Program - SCAG  
**SUBJECT:** California Regional MagLev Project

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## BACKGROUND:

Southern California Transportation Solutions (SCTC) will make a presentation outlining their vision for a maglev network connecting the U.S./Mexico border, the ports, airports, and major intermodal centers for the San Diego-Los Angeles metropolitan areas. The vision for the California Regional Maglev Project is to then connect with the Maglev/High-Speed Rail network under development by the Southern California Association of Governments. This vision includes completing the Southern California loop by connecting to the terminus of the SCAG Initial Operating Segment (IOS) at Ontario Airport and carrying it through to the Colton Rail Yard and then down the Interstate 15 (I-15) corridor back to San Diego.

Since its inception in 2006, SCTS has begun establishing strategic partnerships throughout Southern California to build the broad-base of stakeholders, academics, and government entities necessary to turn this vision into reality. SCTS has also begun investigating technologies such as induction charged buses and linear motors for existing rail as incremental solutions moving toward maglev.

Mr. Sandy Shapery, Founder of Southern California Transportation Solutions, will report on the SCTC vision.